

THE NEWS.

ONTARIO.

—A large furniture factory is to be erected at Burlington, Ont.

—Van Allen & Son purpose moving their planing factory from Aurora to North Bay.

—R. Hurdman & Co., of Ottawa, are making arrangements for the construction of a new circular saw mill.

—The water in the Ottawa river is said to be lower than for years past. The drives on all the small streams are completed.

—The Rathbun Company are slackening speed at their Campbellford mill, having got through the heaviest part of the season's cut.

—The Berlin, Ont., council, at a late meeting, decided to exempt Mr. Kaufman's planing factory from any higher taxes for ten years.

—The Terra Cotta Lumber Co., of Deseronto, are enlarging their works to keep pace with the increasing business of the establishment.

—Mr. Henry Cargill, of Cargill, Ont., informs the LUMBERMAN that the price of lumber in Bruce county is firm, with a very active demand.

Mr. Chas. Vickery has opened a lumber yard in Whitby for J. M. Irwin, of Peterboro'. The lumber will be shipped from the latter's mills at Nassau.

—Mr. Robert Bickle has commenced the manufacture of cheese boxes in Peterborough, his works having a capacity to produce 2,000 boxes per week.

—Messrs. Hurdman & Co., lumber merchants, Ottawa, have exchanged limits with Messrs. Gilmour & Co., receiving from the latter their Kippewa limits.

—Messrs. G. A. Grier & Co., Ottawa, have just completed one of the finest mills on the continent, and are now turning out a superior quality of lumber in splendid style.

—An apprentice boy opened one of the valves of the steam pipes too fast on starting up in Dorman's mill at Mitchell, and in consequence a general smash-up occurred.

—Mr. Hurdman, the Ottawa lumberman, is already sending up a large number of men to work on his Kippewa limit, seventy have been sent there in one day recently.

—A considerable quantity of lumber was burned at Chew's mill, Midland, August 19th. The fire spread to the railway station and baggage room, which were entirely destroyed.

—Suttaby's steam joining and planing mills at Gravenhurst, Ont., were destroyed by fire on Sunday July 17th, together with a large quantity of lumber. The loss ranges from \$5,000 to \$8,000.

—The water in the Ottawa river at Ottawa is lower than it has been at the same time in any previous year for the past seven years, and the bargemen find considerable difficulty in avoiding the sawdust banks.

—Mr. J. M. Irwin, proprietor of the "Red Mills," Nassau, near Peterborough, has plans ready for the erection of an extensive and costly residence at that point. Mr. Irwin's new mill is now running in good shape.

—There is now in the Ottawa Improvement Company's works, between Des Joachims and Ottawa, a million and a quarter of saw logs, which will be supplemented later on by the Madawaska river drive which is not yet out.

—The lumbering firm of Hurdman & Co., have purchased from Messrs. Gilmour & Co., their fine pine limit on the Kippewa for \$186,000. Messrs. Hurdman & Co. intend working this new limit extensively this winter, and expect to nearly double their cut.

—All the logs have been released from the upper boom at Buckingham, but large numbers still remain on the river's banks, and the river is still gorged. Two or three weeks more will about see the end of the sawing season. The Pulp mill is still silent.

—The outlook for lumber at Ottawa is said to be very favorable. There has been a gradual advance in prices during the past couple of months. An outside dealer states that three-inch deals now sell at \$7 per thousand, being an increase of one dollar.

—The Upper Ottawa Boom Company are making extensive improvements in their booms and works on the Upper Ottawa. Some four miles of new boom is being put in near the Schyan. The addition will very much lessen the difficulty in passing the logs through the company's booms in stormy weather. As it is now, rafts of logs have to wait a considerable time in stormy weather until the water is calm, and the logs can be passed into the boom without danger of scattering.

—McLachlin Bros. have a large drive hung up in the Madawaska for the winter and part of the last drive on that river which is about 30 miles up will also have to be tied up, but on the other streams and main river there are very few more logs than usual stuck.

—Messrs. Tutton & Sons, of the Orillia foundry, have received the contract for building a new engine and supplying the entire machinery to refit Chew's mill, Gravenhurst, lately destroyed by fire. The whole work is to be done within six weeks from the time it was undertaken.

—The tail of the timber drive on the Ottawa river is now a few miles below Fort Eddy, and the Upper Ottawa Improvement company expect to have the tail into the booms at the Chaudiere by the 1st of October. The timber is moving very slowly owing to the shallowness of the water.

—The Gatineau Valley railroad is now located definitely as far as the Peche and ready to have the work of construction tendered for. The road runs in a direct line with the macadamized road as far as the Peche, at which point the company already have eighteen or twenty thousand ties.

—Nearly all the square timber to be sent out of the North Bay district this season has been loaded and shipped. There are, however, about 2,000 pieces yet, 800 of which will be loaded at North Bay. There is a large decrease each year in the quantity of square timber which is being taken out.

—Messrs. J. Hadden & Sons, of Foxmead, write that the lumber trade in that section is very brisk this season. They state that they have been unable to supply the demand for long length bill stuff, of which they make a specialty. Next fall they intend adding three-quarters of a mile to their logging railway.

—Messrs. Dean & Baptie of Three Rivers, have commenced the construction of extensive mills opposite the village of L'Original where they expect to turn out an annual cut of 25,000 feet of lumber. The former limits are situated on the Nation River. The mills will not be ready for operation before next spring.

—A gentleman who has recently returned from the Gatineau district says:—"There is one thing I noticed up the Gatineau: whiskey selling seems to be the chief occupation of a large number of people, and the Maniwaki Indians are suffering from it. The Government ought to take some steps to prevent the sale of liquor to these Indians."

—The statement has been published that there is a difficulty between the lumbermen and the settlers on the Gatineau, but this is authoritatively stated to be untrue. It is simply a difficulty between the firm of Gilmour & Co. and Father Paradis, and not with settlers. The other lumbermen and the settlers are taking no action in the matter.

—The cut of square timber in the Ottawa district this season has been small, and a large quantity of this has been shipped by the Canadian Pacific Railway from points between Mattawa and Sudbury to Papineauville and from there taken by water to Quebec. In all some two million feet have been manufactured. The principal shippers by rail have been Barnet and Mackay, Timmons & Gorman and Alex. Fraser.

—The tail of Bingham's big drive has passed out of the Gatineau into the Ottawa river. There was an accident last spring which somewhat delayed this drive. A large pier in what is known as the Big-Eddy twenty miles above the Desert on the Gatineau river and which was used to direct the logs out of the eddy gave way, and all the logs had to be pulled out by hand. The pier will be rebuilt this fall.

—The timber limit berths, 2 and 4, township of Laurier, in the Nipissing district, owned by Mr. Thomas Mackay, of Ottawa, were recently auctioned at the Russell House in that city by I. B. Tackaberry. There was a fair attendance of of lumbermen; amongst those present were Thomas Mackie, Robert Booth, Thomas Hale, and Robert Gorman. The limit is conveniently situated on the line of the Canadian Pacific Railway, and the lumber cut can be taken to market either by the Georgian Bay route or down the Ottawa. The dimensions of both berths are 34½ square miles, held under license from the Ontario Government. The bidding was not at all lively. The first figure offered was \$30,000, and after that it climbed by a slow process upward, until it reached \$60,000, when the limit was knocked down to Mr. John Mackay, son of Wm. Mackay, of Renfrew. Lumbermen present were chary of bidding, as many of them believe the territory was run over by fire. The purchaser, Mr. Mackay, has saw mills on the Amable du Fore river, and within convenient distance of the limit.

—A large raft of white pine from the Petewawa, the property of Mr. Barnard, commenced running the rapids at Britannia a fortnight ago. The job was a troublesome one for the raftsmen, as the water is now less than two feet deep in some places, and thus the cribs stuck in their descent. The men on this raft are of Indian, French, Irish and in one case,

African origin. When the timber "hangs" on the rocks, the men take to the water to get it off and considerable fun for the boys, and girls, too, who take passage down the run-way, follows, for there is a medley of loud language among the hardy raftsmen as they ply their oars and handspikes, standing in the water to their waists or shoulders.

—The *Pembroke Observer*, of August 12, says:—"The cut of square timber this season has been small and a large portion has been shipped per Canadian Pacific railway from points between Mattawa and Sudbury to Papineauville and from thence taken down to Quebec by water. Some 2,000,000 feet in all have been manufactured. The principal shippers by rail have been Barnet & Mackay, Timmons & Gorman and Alex. Fraser. Mr. Richard White's square timber drive on the the Du Moine has been 'hung up' for the want of water, owing to the unusual want of spring and summer rain and the great length of the drive. Within the last two or three weeks the water diminished very fast in the Du Moine which caused the timber to stick."

—The *Peterboro' Review* furnishes the following figures showing the rise and fall of the lumber business in the Peterborough district. Speaking of the Midland railway it says that in its early history the chief staple for shipment was lumber. In 1858 12,000,000 feet was taken from Peterborough; in 1860, 15,000,000; in 1863, 34,000,000; in 1865, 46,000,000; and in 1868, the amount had risen to the large figure of 72,500,000. At this time the Midland was operating about 100 miles of road and it was paying well. Each year the receipts swelled larger and larger. In 1873, on Mr. A. Hugell's appointment to the Presidency of the road misfortune overtook it. Owing to the lumber crisis there was only a small increase over the earnings of the previous year. In 1874 the lumber trade was in a bad condition and a decrease in the earnings of \$14,000 was shown. The running expenses as compared with the receipts rose as the receipts fell. In 1875 there was a further decrease in the earnings of 19,000 and in 1876 of \$11,000 more. These decreases were caused principally by the falling off in the lumber trade, from 142,000,000 in 1871 to 58,000,000 in 1876. From that time to the present, although the road has been doing a prosperous business the lumber shipments have not been nearly as great as during the years above mentioned.

—The Yard Department of the Rathbun Company are having a very busy season and have already got through an amount of work most creditable to all concerned. More work has been accomplished than during any former season. Some idea of the work performed may be gained from the fact that the steamers *Resolute* and *Reliance* have been each making four trips a week to Oswego, for the greater part of the season. The *Resolute* carries on an average 300,000 ft. of lumber and the *Reliance* about 200,000 feet each trip. The loading of these vessels, it can be easily seen, involves a very great amount of labor. In addition to these steamers a large number of barges, schooners and other craft are loaded every week for Oswego, Charlotte and other ports, and heavy shipments are made daily by the Bay of Quinte and Grand Trunk railways. As a specimen of the rapid despatch which is made by the department, we may mention that on Monday night the *Reliance* was loaded with 4,576 railway ties in the short space of five hours and ten minutes, and that by a crew consisting largely of green hands. It is doubtful if this feat was ever equalled on the lakes. Michael Marrigan and three hands also accomplished the feat the other day of loading the barge "Anglin" with 125 cords of woods in two hours and forty-six minutes. The department intend some of these coming cool nights to beat the record in loading the *Resolute* and *Reliance* and thus for once satisfy Capt. Gowan and Bartley who still pace the quarter deck muttering at being delayed so long in port. Each of these mariners will remain discontented until he can make daily trips to and from Oswego.—*Deseronto Tribune*.

QUEBEC.

—A man named Deslaurier, residing in Hull, and employed in Messrs. G. A. Grier's new mill on the Chaudiere, had one of his fingers taken off by an edging saw.

—The E. B. Eddy manufacturing company of Hull are making numerous improvements and putting a considerable amount of new machinery into their sash factory.

—The rumor is current among the lumbermen at the Chaudiere that the new iron bridge to replace the present Suspension Bridge across the Ottawa River just below the Chaudiere Falls, will be commenced early next spring.

—J. F. Tessier, proprietor of *Courier Federal*, has been arrested charged by Thos. P. Foran, advocate, with criminal libel. Tessier, who is a Catholic, acted as counsel for Gilmour & Co., in an action against Father Paradis. The article complained of said Foran sold his services to priest-eaters.